

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION PRIORITY			
INFO			

25X1A

25X1A

B. THE CUSTOMS FORM C-185 STILL REPRESENTS A POTENTIAL PROBLEM AREA IN THAT THIS FORM IS APPARENTLY REQUIRED [REDACTED] YET NO INFORMATION IS AVAILABLE TO DETACHMENT "C" REGARDING ITS USE. THE LOS ANGELES U.S. CUSTOMS OFFICE AND WEST COAST MAC PERSONNEL CLAIM TO HAVE NEVER HEARD OF THIS FORM. REQUEST HEADQUARTERS ASSISTANCE AND GUIDANCE FOR FUTURE USE.

25X1A

C. ANNEX E TO OPS ORDER 6-69 [REDACTED] REQUESTED USAF PROVIDE C-141 SUPPORT FOR REDEPLOYMENT FROM [REDACTED] TO EDWARDS VIA THE EAST COAST. REFERENCE FURTHER STATED 10,000 GALLONS OF F-34 FUEL AVAILABLE AT [REDACTED] IN ADDITION TO RUNWAY LOAD-BEARING INFORMATION.

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[REDACTED] LEVIED THIS REQUIREMENT ON MAC; HOWEVER, ON 25 OCTOBER, THE [REDACTED] WAS ADVISED BY [REDACTED] THAT THE C-141 WOULD TRANSIT [REDACTED] FOR REFUELING. THIS LAST MINUTE CHANGE CAUSED AN ADVERSE REACTION AMONG [REDACTED] AND SHOULD BE AVOIDED DURING FUTURE EXERCISES, IF AT ALL POSSIBLE.

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D. WE PREFER IN ALL CASES TO CLEAR CUSTOMS ON THE EAST COAST. THERE ARE NO CUSTOMS FACILITIES FOR CIVILIANS AT EDWARDS AFB AND IN THE PAST, WHEN IT BECAME MANDATORY TO USE EDWARDS, DELAYS OF UP TO THREE HOURS WERE EXPERIENCED WAITING FOR CUSTOMS SERVICING. DURING SCOPE SAINT III REDEPLOYMENT, THE MAC CP AT DOVER AFB AT FIRST REFUSED CUSTOMS SERVICES AND DIRECTED THAT THE C-141 PROCEED TO EDWARDS.

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		2	5		
SECURITY CLASSIFICATION			REGRADING INSTRUCTIONS		
Approved For Release 2002/06/24 : CIA-RDP99B00048R000100300001-4					

25X1A ABBREVIATED NT MESSAGE FORM
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and/or CONTINUATION SHEET

CLASSIFICATION

SECRET

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THIS WAS PROBABLY THE RESULT OF [REDACTED]
WHICH REQUESTED MINIMUM GROUND TIME DURING REDEPLOYMENT.
FOR FUTURE EXERCISES, IT IS RECOMMENDED THAT HEADQUARTERS
SPECIFICALLY REQUEST EAST COAST CUSTOMS CLEARANCES.

25X1A

[REDACTED]

F. THE SEIZURE OF THE S-1010 NECK RING ON THE
DEPLOYMENT FLIGHT WILL BE THE SUBJECT OF A SEPARATE
MESSAGE.

3. THE STATED OBJECTIVES OF THIS EXERCISE, IN

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DD FORM 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

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ABBREVIATED MESSAGE FORM
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ACTION			
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ADDITION TO THOSE OF SCOPE SAINT II, APPEAR TO HAVE
BEEN COMPLETED SATISFACTORILY; FROM THE [] STAND-
POINT BOTH EXERCISES HAVE DEMONSTRATED (1) PRACTICABILITY
OF CONDUCTING U-2R OPERATIONS FROM []

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(2) SUITABILITY OF [] ADAPTOR KITS AND ASSOCIATED

[] GROUND SUPPORT EQUIPMENT, (3) []

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AND (4) FEASI-

BILITY OF CONDUCTING U-2 OPERATIONS FROM [] WITHOUT

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UNDUE PUBLIC INTEREST OR ADVERSE PUBLICITY. IT WOULD
APPEAR THEN THAT ONLY ONE ASPECT OF OUR PRIMARY MISSION
REMAINS UNTESTED - "SHORT NOTICE SINGLE STAGING TO A
FORWARD BASE". DURING SCOPE SAINT II, THE ARTICLE WAS
ACCOMPANIED ON THE TRANS-ATLANTIC PORTION OF THE FLIGHT
BY A C-141 TO THE BASE OF OPERATIONS []; FOR

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SCOPE SAINT III, THE ARTICLE WAS FLOWN ON AN "OPEN"
FLIGHT PLAN WITH THE DETACHMENT ALREADY IN PLACE AT THE
BASE OF OPERATIONS []. BOTH EXERCISES WERE WELL
PLANNED, MET ALL DEPLOYMENT OBJECTIVES, YET APPEAR INCON-
SISTENT WITH THE ONE ASPECT OF OUR PRIMARY MISSION WHICH
WE CONTINUALLY ADVERTISE - RAPID RESPONSE. IT IS
THEREFORE REQUESTED THAT CONSIDERATION BE GIVEN TO

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CONDUCTING THE NEXT SCOPE SAINT EXERCISE UNDER SIMULATED
OPERATIONAL CONDITIONS TO INCLUDE 48 HOUR DEPLOYMENT
NOTIFICATION AND COMPLETE REPORTING.

END OF MESSAGE

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